

MISSISSIPPI RIVER FALLING AT MEMPHIS.

Several Breaks in the Levee Are Known to Have Occurred

Between Osceola and Memphis, Causing the Fall.

The Rush of Waters Through the Break at Sans Souci Can be Heard for Miles.—The River Continues to Rise at All Points Below Vicksburg, and the Inhabitants Are Patrolling and Inspecting the Levees.

MEMPHIS (Tenn.), March 21.—Tonight, for the first time in many weeks, the Mississippi River is reported falling at Memphis, the gauge reading 37 feet. Several breaks in the levee are known to have occurred between Osceola and Memphis, and the fall of the river here is attributed to these breaches. The break at Sans Souci is rising, and the mad rush of the waters through the opening can be heard for miles. Three additional breaks, all near Sans Souci, are reported to-day, and the suffering of the people in Eastern Arkansas will surely be greatly intensified.

The condition of the levees south of Memphis is about the same as on yesterday. A dispatch from Vicksburg says that the reported crevasse at Modoc, Ark., near Helena, is confirmed by officers of the steamer State of Kansas, which passed there last evening, and the dispatches received at Vicksburg, and the levee at Modoc has been considered in a hopeless condition for several days. The water will run into the White River very fast and will find its way back into the Mississippi in a day or two. Levee men say the effect will be merely temporary, but to-day a decline is reported of from one to four inches along the Coahqui County (Mississippi) levee, where the struggle against the high water has been most desperate.

The Kansas also reported a break lower down, but there are probably protection levees. The officers of the Kansas say the crevasse along the shores of the big river from Memphis south, everywhere show the greatest anxiety. Lights are shining along the levee and guards and inspectors are covering every inch of the territory.

The river at Vicksburg has risen three inches since 7 a. m., and night registers 45.4. At Vicksburg the river continues to rise rapidly and a stage of 45 feet may be expected before April 1st if the levees remain intact. The break last night at Modoc lowered the water along the front of Friar's Point five inches, but will give no relief to levees and property along the mouth of the Arkansas river, as the water from the crevasse will find its way back into the Father of Waters through the White and Arkansas Rivers, swelling those streams far above the danger line.

The river continues to rise at all points south of Vicksburg. The railroad situation at Memphis is somewhat better to-night. The Yazoo and Mississippi Valley sent its train to New Orleans to-night, the tracks between Memphis and Lake View had been raised above the water level. The Illinois Central and the Kansas City, Memphis and Birmingham east are running trains on time.

The Memphis and Charleston, and Nashville, Chattanooga and St. Louis roads are moving local passenger trains, but the former cannot go beyond the big Hatch River, while the latter cannot cross the Tennessee Railroad communication with Nashville is entirely cut off. The Iron Mountain tracks on the west side are still above water, and all roads entering the city from trains over the Iron Mountain tracks. Over in Arkansas the town of Marion is in a bad condition. All the houses are surrounded by water, and the whole face of the earth is submerged except here and there a small Indian mound that is above water. There are many breaks in the levee, or at least many places where the water is running over the levee like a mill race. The water is also running over the Kansas City railway at three places in the town of Marion and possibly more. At these places the current is exceedingly rapid and the waves dash eight and ten feet high. No further loss of life is reported to-day.

NASHVILLE, March 21.—At 6 o'clock to-night the Cumberland River marks 48 feet on the gauge and is falling rapidly, the fall being over a foot since 6 o'clock this morning. It will be several days before the mills and manufacturing on the east side will be able to resume operations, even if there is no more rain, but the cessation of the rise saves the lumber yards, which were being greatly endangered.

On two or three street car tracks is still suspended, but two cars will be able to resume operations. The damage done in this city is chiefly from back water and it is not thought there will be any great loss to manufacturing plants although they have shut down. This city is cut off from railway communication with Memphis. To-night is clear, though the day has been very warm, causing fear of more rain.

WILL PROSECUTE WOOD.

The Seducer of Pearl Bryan Being In- quired For.

CINCINNATI, March 21.—There is to be another chapter in the murder of Pearl Bryan. Since the execution of Scott Jackson and Alonzo Walling, the friends of the men have determined to prosecute William Wood, a cousin of Pearl Bryan, who was charged by Jackson with her seduction. The getting of Jackson and Walling to help him out of trouble. Among the letters of the dead men are letters from Wood asking Jackson for medicine and afterward to arrange for an abortion.

These letters have been turned over to Postal Inspector Salmon, who presented them to the District Attorney of Indiana for use before the Federal jury for the purpose of indicting and trying Woods for such use of the mails.

Wood was indicted over a year ago on the charge of abetting an abortion. Wood has not been at his home in Greencastle, Ind., for months, and his present whereabouts are unknown. It is proposed to get the Secret Service of the Government after him. The Bryan family are also wanting Wood prosecuted and have been pursuing him.

The ashes of Scott Jackson were taken from the Cincinnati crematory to-day, and his sister, Mrs. Post, took the ashes with her to Greencastle to-day. As Pearl Bryan is buried in the Greencastle Cemetery, the people of that place have refused burial for Jackson's body, and his mother was unable to take them to their home in Maine. The remains of Walling were placed in a vault, but it is thought that he will be buried in the family lot at Mount Carmel, Ind., where his father and other members of the family are buried.

Large crowds visited the Newport fall today, but the camera were no incidents other than those of curiosity seekers.

WILL NOT RESIGN.

Pingree Concludes to Stick to the Governorship.

DETROIT, March 21.—Governor Pingree will not resign the Governorship with the City Convention nominating Detroit at the special election April 5th. This negative programme was decided on at a meeting of the Governor and several of his advisers, which lasted nearly the whole of last night.

The "old man," as his excellency is familiarly called by his followers, wanted to vindicate himself as against the Supreme Court decision ousting him by permitting the Republicans to nominate him for Mayor, thinking that he would be triumphantly re-elected. Most of his advisers at the meeting, however, especially those from other parts of the State, insisted that it was his first duty to remain Governor to the end of the term and not permit Lieutenant-Governor Dunstan to succeed him. After hours of discussion the chief gradually came around to this view. The meeting finally decided to recommend to the City Convention to nominate Albert E. Stewart, a Detroit vessel owner and member of the Legislature to succeed Pingree as Mayor. The Republican Convention has adjourned until to-morrow to await Pingree's wishes, and the Democratic City Convention Saturday adjourned until Tuesday in order to learn what the Republicans are going to do.

Water at Cedar Falls.

DUBUQUE (Ia.), March 21.—Cooler weather stopped the rise of the Mississippi here. Charles City reports a rise of four feet in Cedar Creek, while at Cedar Falls large forces of men and teams worked all night and to-day building dykes to protect the lowlands.

NEARLY EXTERMINATED.

A JEALOUS MISSOURI FARMER WADES IN GORE.

Kills Almost His Whole Family and
Then Blows Out His
Own Brains.

RICHMOND (Mo.), March 21.—A tragedy resulting in the death of five members of one family occurred here from Orrick, a small village thirty-five miles southwest of here. B. Rainwater, a farmer, shot and killed his wife, his mother-in-law, Mrs. William Artman; his brother-in-law, John Artman; and his little stepdaughter, Ethel Gentry. Then after so nearly exterminating the whole family the "murderer" blew off the top of his own head, dying instantly.

The tragedy occurred before midnight last night at the home of William Artman, Sr., father-in-law of the murderer. The two families lived about a mile apart on the bank of the Missouri River, three miles south of Orrick.

Last week Mrs. Artman was taken sick and sent for her daughter, Ethel Gentry, Mrs. Rainwater's daughter by a former husband, went with her mother. On Saturday evening Rainwater, who had been alone at home for several days, went over to the Artman house to spend the night. During the evening he went to church with his young brother-in-law, Johnnie Artman, and upon their return appeared in good humor.

At bedtime Rainwater proposed to young Artman that they go out and shoot some dogs that were barking outside. Artman consenting, they took a shotgun and revolver and went out. They had gone but fifty yards from the house when Rainwater, who was walking behind the boy, leveled his shotgun and shot Artman in the back.

Learning that the boy and dead Rainwater returned to the house, where all the other members of the family were by this time in bed. In one big room Mr. and Mrs. Artman, Mrs. Rainwater and her daughter, Fanny Gentry, and a ten-year-old daughter of the Artmans were in bed. Entering the room and leveling his gun at the aged Mrs. Artman the murderer shouted, "Damn you, I've got you all now." Mrs. Artman threw up her hands as he fired. The charge carried off all of her fingers and tore away one side of her face. She was instantly killed.

TROUBLESOME BONDS.

Their Owners Anxious About the Payment of \$12,000,000 Worth.

CINCINNATI, March 21.—The Farmers' Loan and Trust Company of New York has sued the Baltimore and Ohio Railroad Company and other holders of the consolidated bond mortgage of the Baltimore and Ohio Southwestern Company. The trust company, as trustee of the property conveyed to it by the Baltimore and Ohio Southwestern Company at the time of its consolidation under that name with the Ohio and Mississippi Railway Company holds certified bonds amounting to \$12,000,000 issued to take up the outstanding bonds of the Ohio and Mississippi Railway Company, a first lien on the property of that company.

The Baltimore and Ohio Railroad Company guaranteed that these bonds would be taken up by the consolidation, but the Baltimore and Ohio Company went into the hands of a receiver in February, 1896, and has been unable to make its guaranty good, so that the bonds of the consolidated company, by that reason and because of the hard times, have largely declined in market value. The Baltimore and Ohio Southwestern Company, the mortgagee, has notified the trust company that it will not be able to pay the Ohio and Mississippi bonds at maturity, as it contemplated, even by the sale of the consol-

MISSOURI RIVER RISES THREE FEET AT OMAHA.

It is Free of Ice as Far North as Yankton,

Where There Are Two Immense Gorges That Hold Firm.

James River Running at Flood-Tide and Pouring in Above Them—Tribu- taries of the Missouri Doing the Most Damage—Milwaukee River Higher Than for Fifteen Years— Men Working at Cedar Falls to Prevent Flood—Serious Flood Feared at Quincy.

OMAHA, March 21.—The Missouri River was thirteen feet above normal at dark this evening, a rise of three feet since yesterday. It was running clear of ice and rising slowly. The river is now clear of ice as far north as Yankton, where there are two immense gorges. Both of these hold firm and show no sign of breaking. The ice piled up twelve feet high just above that town at the foot of Ambrose Island.

The James River is running at flood tide and pouring into the Missouri River above this gorge. A dispatch from Huron says the James River is four miles wide there, and has done much damage. The railroad service is entirely cut off and telegraphic communication is badly interrupted. At Yankton there is danger of a famine; coal is already short, the supply at the hospital for the insane being exhausted. Vermillion reported that bottoms for four miles on either side of the river are under foot to a depth of water. Dynamite is being used to-night to break gorges in the Vermillion River in the hope of saving the only bridge that remains. Rock Rapids, Ia., reports the flood on the Rock River receding. Only one bridge is left in the county, and it is badly damaged.

Reports from the flood in the Des Moines River increasing. Over 100 buildings have been abandoned on account of the overflow. The tributaries of the Missouri in this State are doing the most damage. At Norfolk the north fork of the Elk-horn river overflowed its banks, and the valley between there and Pierce is one vast sea of water. The river has been rising several days, but last night it rose very rapidly, and at 5 o'clock this morning the fire whistle was blown to awaken residents so they might rescue stock and save other property.

Collars on the north side of Main street are flooded, and the water is now in places pouring over Main street, which is on a five-foot grade. The southeast portion of the residence district is under water. At Fremont the Platte is subsiding, and is now within the banks.

MILWAUKEE RIVER.

Water Higher Than for Fifteen Years, But Subsiding.

MILWAUKEE, March 21.—Reports to-night from all portions of the State show floods subsiding at all points except in the Milwaukee River, north of this city. In the latter river the water is still running at a high stage. Estimates of the loss in the State range all the way from \$200,000 to \$300,000. In the Milwaukee River the jam which formed yesterday at Saukville loosened this morning and let down the immense volume of water which had backed up in the rear of it. The water carried the ice down to the crest of the Milwaukee dam at North avenue. There it was stopped by the pillars of the footbridge over the dam. It piled up in a solid mass in the early morning and kept accumulating all day. About 4 o'clock this afternoon the cakes of ice were piled against the bridge and extended a mile back to it in the river, which was constantly getting higher. The ice loosened the stone pillars which supported the footbridge and carried away about seventy-five feet of the bridge. This left an opening for the waters, and in a short time the immense field of ice floated down to the crest of the dam. This rose rapidly, and it is rushing through the city to-night at a rate which has not been experienced since the breaking of the dam fifteen years ago.

The river is within two feet of the high water mark, and is backing up in the sewers in some of the down-town districts. The water at the head of the river has subsided, and it is thought the worst is now over.

WOOLEN BUSINESS BOOMING.

PITTSFIELD (Mass.), March 21.— There is a great revival in the woollen business in this city and vicinity. All the mills are running on full time and have more orders than they have had any spring for a long time. The Pon- toosic Woollen Company has leased the Pomeroy mill for the manufacture of dress goods. The mill will start in a few days, and will employ about 100 hands.

The Italian Elections.

ROME, March 21.—The Italian general elections have been in progress to-day. The results so far as known show the choice of 72 Ministerialists, 16 members of the Constitutional opposi-
tion, 2 Radicals and 8 Socialists. Among those elected are Signor Crispi, the Marquis Di Rudini, Admiral Brim, Signor Luzzatti, Signor Giannetti, Signor Sonnino, Signor Guicciardini and Signor Branca.

Arkansas River Very Low.

PUEBLO (Col.), March 21.—The Arkansas River at Pueblo is very low, so low in fact that extensive levee work is being carried on with much vigor. Cold weather along the Arkansas to its rise has prevented any extensive melting of snow. There is not much snow on this side of the range between here and Leadville.

TERRIBLE TALE OF SUFFERING ON SHIPBOARD.

Almost the Entire Crew of the Oakes Died of Scurvy.

Towed Into Port After Passing Through Great Perils.

She Encountered Two Typhoons, Lasting a Month, in the China Sea, Which Blew Her Out of Her Course, and She Came Round Cape Horn— When the Crew Was Disabled the Captain's Wife Had to Take the Wheel During a Gale and Keep the Ship on Her Course.

NEW YORK, March 21.—The long overdue American clipper ship T. F. Oakes, which left Hongkong on July 7th, 259 days ago, with a general cargo for this port, and which had been given up as lost, was towed into port this morning by the British steamship Kasbeck, Captain Muir, who picked her up last Thursday in latitude 38.10, longitude 68.44. The crew were sick with scurvy and six had died. The Kasbeck was bound from Philadelphia for Fiume, Austria, with a cargo of oil, and left the former port on Saturday, March 13th.

On the following evening at 11 o'clock the blue lights were seen and Captain Muir ordered the steamer's course altered and the steamer bore up to the distress signals. At 1 o'clock she was close alongside the ship and stood by until daylight, when signals were observed flying from the ship asking that a boat be sent alongside, as the ship's crew were so helpless as to be unable to man their own boats. Chief Officer C. P. Helshem and three seamen at once put off in the Kasbeck's yawl, and when within speaking distance heard a tale of suffering and sickness from those aboard the ship such as made them shudder.

Captain Reid of the Oakes reported that his crew were all laid up with scurvy and that the provisions were well nigh exhausted. He was unable to navigate the ship with the few hands he had at his command and begged that he be at once supplied with fresh food and vegetables and taken in tow for the nearest port. Mate Helshem returned to the Kasbeck with the message and Captain Muir at once decided to take the vessel in tow. The weather, which had been threatening, now became boisterous and a northerly gale sprang up. Nevertheless preparations were made to pass a hawser to the Oakes when the boat with a load of provisions was sent.

A manila hawser was paid out over the Kasbeck's stern to the yawl, but a tremendous wave washed it into the propeller, which was turning slowly at the time, and before the engines could be stopped the screw was so entangled that the engines with the full power of steam could not move it again. An effort was at once made to free the screw, but as it was so deeply submerged and the sea running so high, it was found impossible. For eight hours the engineer's staff labored to clear the propellers and finally disconnected the shaft and found that by placing a small block of wood between the couplings the screws could be made to turn. By that time the Oakes had drifted out of sight and Captain Muir, despairing of being able to tow her with his disabled crew, determined at least to find her and supply her with provisions.

All night he searched the horizon for trace of her, and at 6 a. m. Tuesday she was again sighted. The sea was rough at the time, but Chief Officer Helshem again volunteered to attempt to board her, and as the engineer reported the investigation into the matter it was decided to send a hawser aboard. Accordingly a line was dragged by the boat, and after a deal of hard work two hawsers were made fast.

Mr. Helshem and his boat's crew of three did most of the work on the ship. They found only the second and third mates able to help them. The provisions they brought were a godsend to the scurvy-stricken survivors of the ship's crew, and they began to gather hope that they might live to see land again.

From the time the hawser was paid until night no incident of importance occurred. Captain Reid of the Oakes told a terrible story of suffering and privation. When the Oakes sailed from Hongkong the crew were apparently in the best of health, with the exception of Captain Reid, who had been ailing for some time but who, under the careful nursing of his devoted wife, thought himself on the high road to recovery. When about six days out in the China Sea a terrible typhoon was encountered, lasting several days, during which the fore and main top masts were sprung. The vessel was obliged to run before the gale which had no sooner blown itself out than it was followed by a second typhoon which blew with great fury for twenty-four hours. The vessel had then got well out in the North Pacific and set off her course that Captain Reid decided to shape his course via Cape Horn rather than by the Cape of Good Hope, hoping thereby to make better time.

The weather remained fine until Cape Horn was rounded, 107 days out. The crew were all suffering from scurvy. When the Oakes sailed from Hongkong the crew were apparently in the best of health, with the exception of Captain Reid, who had been ailing for some time but who, under the careful nursing of his devoted wife, thought himself on the high road to recovery. When about six days out in the China Sea a terrible typhoon was encountered, lasting several days, during which the fore and main top masts were sprung. The vessel was obliged to run before the gale which had no sooner blown itself out than it was followed by a second typhoon which blew with great fury for twenty-four hours. The vessel had then got well out in the North Pacific and set off her course that Captain Reid decided to shape his course via Cape Horn rather than by the Cape of Good Hope, hoping thereby to make better time.

The weather remained fine until Cape Horn was rounded, 107 days out. The crew were all suffering from scurvy. When the Oakes sailed from Hongkong the crew were apparently in the best of health, with the exception of Captain Reid, who had been ailing for some time but who, under the careful nursing of his devoted wife, thought himself on the high road to recovery. When about six days out in the China Sea a terrible typhoon was encountered, lasting several days, during which the fore and main top masts were sprung. The vessel was obliged to run before the gale which had no sooner blown itself out than it was followed by a second typhoon which blew with great fury for twenty-four hours. The vessel had then got well out in the North Pacific and set off her course that Captain Reid decided to shape his course via Cape Horn rather than by the Cape of Good Hope, hoping thereby to make better time.

The weather remained fine until Cape Horn was rounded, 107 days out. The crew were all suffering from scurvy. When the Oakes sailed from Hongkong the crew were apparently in the best of health, with the exception of Captain Reid, who had been ailing for some time but who, under the careful nursing of his devoted wife, thought himself on the high road to recovery. When about six days out in the China Sea a terrible typhoon was encountered, lasting several days, during which the fore and main top masts were sprung. The vessel was obliged to run before the gale which had no sooner blown itself out than it was followed by a second typhoon which blew with great fury for twenty-four hours. The vessel had then got well out in the North Pacific and set off her course that Captain Reid decided to shape his course via Cape Horn rather than by the Cape of Good Hope, hoping thereby to make better time.

The weather remained fine until Cape Horn was rounded, 107 days out. The crew were all suffering from scurvy. When the Oakes sailed from Hongkong the crew were apparently in the best of health, with the exception of Captain Reid, who had been ailing for some time but who, under the careful nursing of his devoted wife, thought himself on the high road to recovery. When about six days out in the China Sea a terrible typhoon was encountered, lasting several days, during which the fore and main top masts were sprung. The vessel was obliged to run before the gale which had no sooner blown itself out than it was followed by a second typhoon which blew with great fury for twenty-four hours. The vessel had then got well out in the North Pacific and set off her course that Captain Reid decided to shape his course via Cape Horn rather than by the Cape of Good Hope, hoping thereby to make better time.

The weather remained fine until Cape Horn was rounded, 107 days out. The crew were all suffering from scurvy. When the Oakes sailed from Hongkong the crew were apparently in the best of health, with the exception of Captain Reid, who had been ailing for some time but who, under the careful nursing of his devoted wife, thought himself on the high road to recovery. When about six days out in the China Sea a terrible typhoon was encountered, lasting several days, during which the fore and main top masts were sprung. The vessel was obliged to run before the gale which had no sooner blown itself out than it was followed by a second typhoon which blew with great fury for twenty-four hours. The vessel had then got well out in the North Pacific and set off her course that Captain Reid decided to shape his course via Cape Horn rather than by the Cape of Good Hope, hoping thereby to make better time.

The weather remained fine until Cape Horn was rounded, 107 days out. The crew were all suffering from scurvy. When the Oakes sailed from Hongkong the crew were apparently in the best of health, with the exception of Captain Reid, who had been ailing for some time but who, under the careful nursing of his devoted wife, thought himself on the high road to recovery. When about six days out in the China Sea a terrible typhoon was encountered, lasting several days, during which the fore and main top masts were sprung. The vessel was obliged to run before the gale which had no sooner blown itself out than it was followed by a second typhoon which blew with great fury for twenty-four hours. The vessel had then got well out in the North Pacific and set off her course that Captain Reid decided to shape his course via Cape Horn rather than by the Cape of Good Hope, hoping thereby to make better time.

LOCOMOTIVE EXPLOSION.

It Kills an Engineer and Fireman in Chicago.

Chicago, March 21.—The boiler of the locomotive which was hauling the Chicago and Boston special on the Lake Shore and Michigan Southern Railroad blew up this morning, instantly killing the engineer and fireman and completely obliterating the train.

The accident occurred about 11 o'clock. The engineer was Frank J. Franks, engineer of Chicago; Edward B. Smith, fireman, of Chicago. The engine was hauled 200 feet into the air, through a network of telegraph wires that were stretched along the tracks and had his right leg torn off. The fireman was thrown against a cattle car with such force that almost every bone in his body was broken.

None of the remainder of the train crew nor any of the passengers were injured. The train to which the engine was attached is one of the fastest on the Lake Shore road and leaves the Van Buren street depot at 10:30 o'clock in the morning. The accident occurred about 11 o'clock, as the train had just pulled out from the Englewood depot and was running at the rate of twenty miles an hour.

A peculiar feature of the explosion was the fact that although the report was so loud it was heard by residents half a mile away and the force so great that the engine was literally blown to atoms, none of the passengers in the rear part of the train heard the report and were not aware that anything unusual had happened until they looked out after the train had come to a sudden stop. The train dashed along about 150 feet after the explosion took place and although the stop was quite sudden, none of the passengers were thrown from their seats and not one of the coaches was damaged by either the explosion or the sudden stop.

The force of the explosion was apparently directly upward and outward as parts of the engine were thrown into the air 100 feet and a large piece of the boiler weighing several tons was tossed into a swamp, a distance of 250 feet while the baggage car, directly behind the engine, was not damaged in any way.

It is not known just what caused the explosion, the railroad officials saying it will not be determined until the remainder of the engine is taken apart and examined. It was thought at first there was no water in the boiler, but this theory was abandoned, as it was an outgoing train and the engine had just been taken from the roundhouse a short time before the explosion. It was rumored that the engine was defective in some respect, but this was denied by officials of the road. The latter say the locomotive was in good condition in every respect, had been in service about three years and was considered one of the fastest engines on the road.

The train that it was pulling was known as No. 10 and is a through train from Chicago to Boston.

KENTUCKY POLITICS.

The Senatorial Contest—Politicians Flocking to Frankfort.

CINCINNATI, March 21.—The "Enquirer's" special from Frankfort, Ky., says: Governor Bradley told two friends in his office day before yesterday that no matter what was the result of the present Senatorial fight, he would resign the office of Governor immediately after the expiration of the session. He is tonight leaning to discuss the matter, but told another friend the same thing this afternoon. That such is his intention has been known to the Associated Press representative for several weeks, but that he did not want to authorize the statement is yet emphasized by an evident annoyance that what he confided to friends has become public.

However, the few political friends who have heard the story say the Governor's intention having become public now may result in making more probable his election over Hunter on Tuesday. He is tonight leaning to discuss the matter, but told another friend the same thing this afternoon. That such is his intention has been known to the Associated Press representative for several weeks, but that he did not want to authorize the statement is yet emphasized by an evident annoyance that what he confided to friends has become public.

However, the few political friends who have heard the story say the Governor's intention having become public now may result in making more probable his election over Hunter on Tuesday. He is tonight leaning to discuss the matter, but told another friend the same thing this afternoon. That such is his intention has been known to the Associated Press representative for several weeks, but that he did not want to authorize the statement is yet emphasized by an evident annoyance that what he confided to friends has become public.

Cleveland's Quiet Sunday.

PRINCETON (N. J.), March 21.—President Cleveland's first Sunday at Princeton was spent in quiet. Mr. and Mrs. Cleveland attended morning services at the college chapel, Rev. Dr. Richards of Plainfield, N. J., leading the services. During the afternoon they strolled about the picturesque neighborhood, where, during the revolutionary war, the famous battle of Princeton was fought. They did not return to the city for church. The return was taken by their nurse for a short drive.

WOOLEN BUSINESS BOOMING. PITTSFIELD (Mass.), March 21.—There is a great revival in the woollen business in this city and vicinity. All the mills are running on full time and have more orders than they have had any spring for a long time. The Pontooosic Woollen Company has leased the Pomeroy mill for the manufacture of dress goods. The mill will start in a few days, and will employ about 100 hands.

The Italian Elections.

ROME, March 21.—The Italian general elections have been in progress to-day. The results so far as known show the choice of 72 Ministerialists, 16 members of the Constitutional opposition, 2 Radicals and 8 Socialists. Among those elected are Signor Crispi, the Marquis Di Rudini, Admiral Brim, Signor Luzzatti, Signor Giannetti, Signor Sonnino, Signor Guicciardini and Signor Branca.

Arkansas River Very Low.

PUEBLO (Col.), March 21.—The Arkansas River at Pueblo is very low, so low in fact that extensive levee work is being carried on with much vigor. Cold weather along the Arkansas to its rise has prevented any extensive melting of snow. There is not much snow on this side of the range between here and Leadville.

CONSIDERATION OF THE ARBITRATION TREATY

Will Consume Most of the Week in the Senate.

Appropriation Bills Will Receive Prompt Attention.

Little Prospect of Committee Work Until the Committee Vacancies Are Filled, as Democrats Want to Fill Democratic Vacancies—The Tariff Debate Will Open in the House To-Day, Dingley Being the First Speaker.

WASHINGTON, March 21.—The Senate will devote the major portion of the week to the consideration of the Anglo-American arbitration treaty. If the appropriation bills, which have passed the House as they were agreed upon in the last session should be reported to the Senate, they probably will receive prompt attention. There is a possibility that these bills may not be taken up immediately in committee, as the appropriation bills, which have passed the House as they were agreed upon in the last session should be reported to the Senate, they probably will receive prompt attention. There is a possibility that these bills may not be taken up immediately in committee, as the appropriation bills, which have passed the House as they were agreed upon in the last session should be reported to the Senate, they probably will receive prompt attention.

PRELIMINARIES COMPLETED For the Execution of the Four Borrego Assassins.

SANTA FE (N. M.), March 21.—Local officials have completed the preliminaries for the execution of the four Borrego assassins on Tuesday next, having reached the conclusion that there will be no further interference from Washington. This conclusion is based on a telegram from District Attorney Crissinger at Santa Fe, which states that General McKenna has decided that the President has no authority to commute their sentence.

The usual stories are afloat of plots to rescue the prisoners. As a result a detail of militia has been sent to guard the prisoners. It is also possible that the cavalry and infantry companies will be ordered to serve the Sheriff on the day of the execution.

A PEORIA FIRE.

People Rescued With Difficulty From the Flames.

PEORIA (Ill.), March 21.—At 3 o'clock this morning the Conigsby block on North Adams street was found in flames, and some twenty persons who occupied the second and third floors were rescued with difficulty. The building was practically destroyed with all its contents, while the Murphy and Farrell blocks adjoining were both badly damaged. Jacob and Silas Conigsby estimate their loss on the building at \$50,000, on which there is insurance of \$16,500. Gumbiner & Co., who conducted a dry goods store on the first floor, were the heaviest losers, and estimate their loss at \$25,000, on which there is insurance of \$7,000.

RUZ DEATH.

The Investigation Into It Will Soon be Commenced.

WASHINGTON, March 21.—It is expected by the State Department officials that the inquiry to be conducted into the causes leading up to the death of Dr. Ruiz, the naturalized American, in a Cuban prison, will soon be commenced. The investigation will be conducted in Havana or in the place where Ruiz was imprisoned, and Consul-General Lee will be present in person or will be represented by some one to look after the interests of the family of Ruiz. Secretary Sherman to-night expressed the belief that the investigation into the affair will be a thorough and fair one, assurances to that effect having been given by the Cuban Government.

A Centenarian Dies.

WOONSOCKET (R. I.), March 21.—Mrs. Mary Skiffington died here, aged 106 years. She was born in Ireland and had been a resident of this city for forty years. Her mind was clear until the end. She dropped dead while walking about the house.

EMPEROR WILLIAM'S ORDER.

THE ARMY WILL HENCEFORTH DON THE GERMAN COCKADE,

As a Visible Injunction to Defend the Greatness of the German Empire.

BERLIN, March 21.—The "Army Gazette" publishes the following order of Emperor William to the German army: "The army will henceforth don the German cockade, which is in accordance with the unanimous resolution of the Federal Governments of the empire, who have unanimously bestowed it upon their troops as a visible injunction to defend the greatness of Germany. May the army to which the lamented Emperor William I. devoted his ceaseless life be ever mindful of its high mission. In memory of March 22, 1897, the Emperor institutes a medal, made out of bronze from captured cannon, and ornamented with the portrait of William the Great, to be bestowed in the first instance upon members of the army. May anyone who has proved worthy to wear on his breast the picture of the august Emperor William I. emulate also his pure love for the fatherland and his devotion to duty. Then will Germany victoriously withstand all storms and dangers of the future. Prince Luitpold, Regent of Bavaria, and other Federal